

**OAK HILLS AREA  
TRANSPORTATION FACILITIES PLAN  
ZONE A AND ZONE B**

San Bernardino County  
Department of Transportation/Flood Control  
Environmental Public Works Agency

**September 1989**

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ORDINANCE NO. 3356

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ADDING SUBSECTION 16.0225 (g)(3) TO CHAPTER 2 OF DIVISION 6 OF TITLE 1; AND ADDING SUBSECTION 811.0640 (c) TO CHAPTER 6 OF DIVISION 11 OF TITLE 8 OF THE SAN BERNARDINO COUNTY CODE, RELATING TO ROAD FEES TO ASSIST THE FINANCING AND CONSTRUCTION OF ROADS AND TRAFFIC SIGNALS AND PROVIDING FOR THE COLLECTION OF SAID FEES IN THE UNINCORPORATED TERRITORY INCLUDED WITHIN THE BOUNDARIES OF THE TRANSPORTATION FACILITIES PLAN FOR OAK HILLS.

The Board of Supervisors of the County of San Bernardino, State of California, ordains as follows:

SECTION 1. The Board of Supervisors of the County of San Bernardino finds that:

(1) An Oak Hills Transportation Facilities Plan (herein "Plan") has been prepared in accordance with the requirements of law and is on file with the Clerk of this Board

(2) The Oak Hills community and surrounding areas will experience growth which will increase the need for construction of the additional Transportation Facilities identified in the Plan.

(3) This financing mechanism is necessary to achieve an equitable method of payment for the construction of the Transportation Facilities required to accommodate new development and to prevent potential failure of the existing road system.

(4) The Plan fee will be used to build and improve the Transportation Facilities identified in the Plan. The need for the said Transportation Facilities is related to new residential and commercial development because such new development will bring additional people and vehicles into the Plan area thus creating more vehicular traffic which can be accommodated safely only with the addition of the said Transportation Facilities.

(5) The Plan fee will be imposed on new commercial and new residential development projects, including single family and mobile homes. These projects bring people and vehicles into the

OFFICE OF THE  
COUNTY CLERK  
385 NORTH ARROWHEAD AVENUE  
SAN BERNARDINO, CA 92415-0140



1 Plan area which will create a need for the Transportation  
2 Facilities identified.

3 (6) There is a reasonable relationship between the amount of  
4 the fee and the cost of the Transportation Facilities  
5 attributable to the developments on which the fee is imposed  
6 because the fee has been calculated based upon vehicular traffic  
7 trips generated which impact the road system per each category of  
8 land use, determined by traffic modeling procedures as published  
9 by the Institute of Transportation Engineers. The estimated  
10 total cost of the Transportation Facilities necessary to  
11 accommodate new development in the Plan area has been divided by  
12 the estimated total trips to be generated by the expected new  
13 development in the Plan area to determine the cost per trip  
14 generated, which is then allocated to each land use category  
15 based upon real trips generated. This method constitutes a  
16 reasonable distribution of the cost to provide the necessary road  
17 improvements among the land use categories which generate traffic  
18 and cause the need for the road improvements.

19 (7) Prior to implementation, an account will be established  
20 for the fee specified herein, and the funds from that account  
21 will have been appropriated for the Transportation Facilities  
22 identified in the Plan. A proposed construction schedule has  
23 been prepared as a part of the Plan.

24 (8) A public hearing has been held with the notice of  
25 hearing having been given as required by law, and written  
26 protests, not withdrawn, have not been filed by the owners of  
27 more than one-half of the area of the property subject to the  
28 fee.

29 (9) Only unincorporated portions of the County are within  
30 the Plan. In the event an incorporation of all or part of the  
31 Plan area occurs, appropriate revisions or arrangements shall be  
32 identified pursuant to Government Code Section 56000 et seq.

33 (10) Failure to mitigate growth impact on transportation  
34 facilities within the Plan Area and the subdivisions therein will  
35 place residents of the Oak Hills Plan community in a condition  
36 perilous to their health, safety and welfare.



(11) The bridges and major thoroughfares to be provided with fees collected by the Plan are identified on and consistent with the circulation element of the County General Plan, and the railways, freeways, streams and canyons for which bridge crossings are required, and the major thoroughfares whose primary purpose is to carry through traffic and provide a network connecting to the state highway system, are identified on the general plan, and all of these identifications were included in the general plan at least 30 days prior to imposition of the Oak Hills transportation fee.

(12) The major thoroughfares contained in the Plan are in addition to, or a reconstruction of, existing major thoroughfares serving the Plan area, and the bridges contained in the Plan are original bridges or additions to existing bridges serving the Plan area.

SECTION 2. Subsection 16.0225(g)(3) is added to Chapter 2 of Division 6 of Title 1 of the San Bernardino County Code, to read:

**16.0225 Transportation**

. . .

**(g) Local Area Transportation Facilities Plan Fees**

. . .

**(3) Oak Hills Area Transportation Facilities Plan Fees**

**(A) Zone A Categories**

**(I) Commercial - Gross Leasable**

Square Feet (GLSF).....\$0.39/S.F.

**(II) Single Family Residential (SFR)....\$1,137.00/D.U.**

**(III) Single Family Mobile Home**

Residential (SFMHR).....\$1,137.00/D.U.

**(B) Zone B Categories**

**(I) Commercial - Gross Leasable (GLSF)....\$0.45/S.F.**

**(II) Single Family Residential (SFR)....\$1,312.00/D.U.**

**(III) Single Family Mobile Home**

Residential (SFMHR).....\$1,312.00/D.U.



SECTION 3. Subsection 811.0640(c) of the San Bernardino County Code is added to Chapter 6 of Division 11 of Title 8, to read:

**811.0640 Subject Areas**

. . .

(c) The Oak Hills Plan area is established as follows:

OAK HILLS - ZONE "A"  
TRANSPORTATION FACILITIES PLAN  
BOUNDARY LEGAL DESCRIPTION

Those portions of Sections 7 through 9, Sections 16 through 21, and Sections 28 through 33, Township 4 North, Range 5 West, S.B.M. and Sections 4 through 8, Township 3 North, Range 5 West, S.B.M. described as follows:

BEGINNING at the west quarter corner of said Section 7, Township 4 North, Range 5 West; thence easterly along the north line of the south half of said Sections 7 and 8, a distance of 2.0 miles more or less to the west quarter corner of said Section 9, Township 4 North, Range 5 West; thence northerly along the west line of said Section 9 a distance of 0.5 miles more or less to the northwest corner thereof; thence easterly along the north line of said Section 9, a distance of 1.0 mile more or less to the northeast corner thereof, said corner being the centerline of State Highway 395; thence southerly along said centerline 4.0 miles more or less to the northwesterly right-of-way line of Interstate Highway 15; thence southwesterly along said right-of-way, a distance of 3.8 miles more or less to the south line of said Section 7, Township 3 North, Range 5 West; thence westerly 0.6 miles more or less along said south line of Section 7 to the southwest corner thereof; thence northerly along the west lines of Sections 7 and 6, Township 3 North, Range 5 West and Sections 31, 30, 19, 18 and 7, Township 4 North, Range 5 West, a distance of 6.5 miles more or less to the POINT OF BEGINNING



OAK HILLS - ZONE "B"  
TRANSPORTATION FACILITIES PLAN  
BOUNDARY LEGAL DESCRIPTION

Those portions of Sections 1 thru 5, 7 thru 12, 15 thru 17, and Section 20, Township 3 North, Range 5 West; Sections 25 thru 27 and 33 thru 36, Township 4 North, Range 5 West, all within San Bernardino Meridian, described as follows:

BEGINNING at the northwest corner of Section 17, Township 3 North, Range 5 West, thence westerly 0.25 miles more or less along the south line of Section 7, said Township and Range to the easterly right-of-way line of State Highway 15; thence northerly along said easterly right-of-way line 4.8 miles more or less to the north line of Section 27, Township 4 North, Range 5 West; thence easterly 1.9 miles more or less along said north line of said Sections 27, 26, and 25, said Township and Range to the westerly right-of-way of California Aqueduct; thence southerly along said westerly line, 0.4 miles more or less to the east line of the west half of said Section 25; thence southerly 3.0 miles more or less along the east line of the west half of said Sections 25 and 36, Township 4 North, Range 5 West, and Sections 1 and 12, Township 3 North, Range 5 West, to the northwesterly right-of-way line of A.T. & S.F. Railroad shown as Parcel 5 on State of California Board of Equalization Map 804-36-24; then southwesterly along said right-of-way line 0.5 miles more or less to the south line of the north half of said Section 12; thence westerly along said south line and continuing along the south line of the north half of Section 11, a distance of 0.7 miles more or less to the northwesterly line of that Southern California Edison parcel shown as Parcel No. 2 on State of California Board of Equalization Map 148-36-138; thence southwesterly along said northwesterly line 0.4 miles more or less to the west line of said Section 11; thence southerly 0.3 miles more or less to the southwest corner of said Section 11; thence westerly along the south line of said Section 10, a distance of 0.25 miles more or less to the east line of the west



1 half of the east half of said Section 15; thence southerly 660  
2 feet more or less to the south line of the north half of the  
3 north half of the north half of said Section 15; thence westerly  
4 along said south line 0.5 miles more or less to the east line of  
5 the west half of the west half of said Section 15; thence  
6 southerly along said east line 660 feet more or less to the south  
7 line of the north half of the north half of said Section 15;  
8 thence westerly along said south line 0.25 miles to the west line  
9 of said Section 15; thence southerly along said west line of 0.25  
10 feet to the east quarter corner of said Section 16; thence  
11 westerly along the south line of the north half of said Section  
12 16, a distance of 0.75 miles more or less to the east line of the  
13 west half of the west half of said Section 16; thence southerly  
14 along said east line 0.25 miles more or less to the south line of  
15 the north half of the south half of said Section 16; thence  
16 westerly along said south line 0.25 miles more or less to the  
17 west line of said Section 16; thence southerly along said west  
18 line 0.75 miles more or less to the east quarter corner of said  
19 Section 20; thence westerly along the south line of the north  
20 half of said Section 20, a distance of 0.5 miles more or less to  
21 the center quarter corner thereof; thence northerly along the  
22 west line of the east half of said Section 20, a distance of 0.5  
23 miles more or less to the north quarter corner thereof; thence  
24 westerly along the north line of said Section 20, a distance of  
25 0.5 miles more or less to the southwest corner of said section  
26 17; thence northerly along the west line of said Section 17, a  
27 distance of 1.0 mile more or less to the POINT OF BEGINNING.  
28

29 SECTION 4. This ordinance shall take effect sixty (60)  
30 days from the date of adoption.  
31

32   
33 BARBARA CRAM RIORDAN, Chairman  
34 Board of Supervisors  
35  
36



1 SIGNED AND CERTIFIED THAT A COPY OF THIS  
2 DOCUMENT HAS BEEN DELIVERED TO THE  
3 CHAIRMAN OF THE BOARD

4 EARLENE SPROAT

5 Clerk of the Board of Supervisors  
6 of the County of San Bernardino

7 *Earlene Sproat*

8 STATE OF CALIFORNIA )

) ss.

9 COUNTY OF SAN BERNARDINO )

10 I, EARLENE SPROAT, Clerk of the Board of Supervisors of  
11 the County of San Bernardino, State of California, hereby certify  
12 that at a regular meeting of the Board of Supervisors of said  
13 County and State, held on the 18th day of September, 1989, at  
14 which meeting were present Supervisors: Marsha Turoci, Jon D.  
15 Mikels, Larry Walker, Robert L. Hammock, Barbara Cram Riordan

16 and the Clerk, the foregoing ordinance was passed and adopted by  
17 the following vote, to wit:

18 AYES: SUPERVISORS: Turoci, Mikels, Walker, Hammock  
19 Riordan

20 NOES: SUPERVISORS: None

21 ABSENT: SUPERVISORS: None

22 IN WITNESS WHEREOF, I have hereunto set my hand and  
23 affixed the official seal of the Board of Supervisors this 18th  
24 day of September, 1989.

25 County Council

26 Approved *8-18-89*

27 By *[Signature]*

28 Deputy

29 EARLENE SPROAT, Clerk of the  
30 Board of Supervisors of the  
31 County of San Bernardino,  
32 State of California

33 *Stephanie White-Soto*  
34 Deputy



OAK HILLS LOCAL AREA TRANSPORTATION FACILITIES PLAN  
ZONE "A" AND ZONE "B"

FEE PROGRAM REPORT

EXECUTIVE SUMMARY

The area of Oak Hills has been separated into two fee plans due to the differences based on traffic and topographical considerations. Interstate 15 acts as a diagonal division of the two fee plans, Oak Hills - Zone "A" is on the West side and Oak Hills - Zone "B" is on the east side. Traffic studies were performed by BDI and Associates for the different zones. Using the study as a base, traffic patterns and associated capital improvements were developed through community involvement at several public meetings. Topographical considerations such as washes, railroads, and various existing structures were considered in the development of the desired capital improvements.

The Oak Hills - Zone "A" Plan Area is generally bounded on the North by Mesa Street and Goss Road, on the East by State Highway 395 and Interstate 15, on the South by the National Forest Boundary, and on the West by Baldy Mesa Road. The Oak Hills - Zone "A" area consists of approximately 16 square miles of which a modest amount, approximately 140 acres of undeveloped commercial acres exist. An estimated 3,550 additional new residential homes can be built in the remainder of the area exclusive of the over 320 existing residences.

The Oak Hills - Zone "B" Plan Area is generally bounded on the North by Muscatel Street, on the East by Topaz Avenue, on the South by the Northerly ridge of Summit Valley, and on the Northwest by Interstate 15. The Oak Hills - Zone "B" area consists of approximately 14 square miles of which a modest amount, approximately 39 acres of undeveloped commercial acres exist. An estimated 3,400 additional new residential homes can be built in the remainder of the area exclusive of the over 400 existing residences.



The community of Oak Hills is rapidly developing. The existing road system is marginally able to handle the existing traffic and will have problems handling the traffic capacity in the future. With the large increase in the number of permits for new residences issued in the last several years and the anticipated continued growth in the area, the increased traffic volumes will over stress the existing road system of paved and graded dirt roads in the area. This increased traffic will lead to increased travel times and decreased "level of service" throughout the area if something is not done to improve the road system.

It can no longer be expected that the major road improvements that will be needed for the area can be fully funded from the traditional revenue sources that constructed the Southern California freeway and highway system and arterial street network. Supplemental funding sources must be developed if important components of the area's transportation road system are to be constructed. These needed roads will provide relief to the existing marginal road facilities and to support orderly development in the future. Development fees represent a potential source of supplemental funds.

A development fee program has been prepared for consideration by the Board of Supervisors, based on the general principal that future development within the described benefit area will benefit from the construction of the proposed transportation facilities plan and should pay for them in proportion to projected traffic demand attributed to each.

The needed improvements were determined by performing a traffic level of service analysis. Trip ends were selected as the best common denominator and fees were established by dividing the total estimated cost of the needed improvement projections by the total number of projected new daily trip ends within the plan area. Adjustments were made to trip ends between non-residential and residential land uses to reflect the different level of trips generated by each.



The total new trip ends attributed to new development within the Zone "A" plan area is projected to be 39,659 trips. The total estimated cost to provide the needed improvements is \$4,508,000 and includes the construction or widening of approximately 20 miles of paved county roads, signaling 6 intersections, and construction of 2 gated crossings over the Southern Pacific Railroad tracks. Also included in the plan is a fair share contribution to improvements to State Highway 395 and the proposed interchange of Interstate 15 at Ranchero Road of \$394,000.

The resulting fees to fund the proposed Oak Hills - Zone "A" Transportation Facilities Plan are recommended as follows:

Commercial - Gross Leasable Square Feet (GLSF):	\$ 0.39 / S.F.
Single Family Residential (SFR):	\$ 1,137.00 / D.U.
Single Family Mobile Home Residential (SFMHR):	\$ 1,137.00 / D.U.

The total new trip ends attributed to new development within the Zone "B" plan area is projected to be 35,500 trips. The total estimated cost to provide the needed improvements is \$4,657,800 and includes the construction or widening of approximately 20 miles of paved County roads and signaling 4 intersections, and construction of 1 gated crossing over the Southern Pacific Railroad tracks. Also, included in the plan is a fair share contribution to improvements on Interstate 15 at Ranchero Road of \$1,302,000.

The resulting fees to fund the proposed Oak Hills - Zone "B" Transportation Facilities Plan are recommended as follows:

Commercial - Gross Leasable Square Feet (GLSF):	\$ 0.45 / S.F.
Single Family Residential (SFR):	\$ 1,312.00 / D.U.
Single Family Mobile Home Residential (SFMHR):	\$ 1,312.00 / D.U.



Only unincorporated portions of the County are within the benefit area for the facilities financing. All fees collected under this program will be deposited into an account specifically for the construction of the Oak Hills Local Area Transportation Facilities Plan only. These fees will not be used to construct any other road facility not expressly shown within said Oak Hills Local Area Transportation Facilities Plan.

6/08/89



OAK HILLS - ZONE A  
TRANSPORTATION FACILITIES PLAN  
PROJECT SUMMARY AND COSTS

AREA: 16 Square Miles

Projected New  
Residential Dwelling Units: 3,550

ESTIMATED COSTS:

4 LANE ROADS: 7.5 Miles	\$ 1,230,000
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2 LANE ROADS: 12.5 Miles	\$ 2,484,000
--------------------------	--------------

SIGNALS

6 @ \$60,000	\$ 360,000
--------------	------------

RAILROAD CROSSINGS

2 @ \$20,000 (10% of \$200,000=\$20,000)	\$ 40,000
--	-----------

CONTRIBUTION TO CALTRANS IMPROVEMENTS	\$ 394,000
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TOTAL	\$4,508,000
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PROPOSED DEVELOPMENT FEE

Single Family -

Residential (SFR)	\$ 1,137/DU
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Mobile Home Residential (SFMHR)	\$ 1,137/DU
---------------------------------	-------------

Commercial -

Gross Leasable Square Feet (GLSF)	\$ 0.39/GLSF
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OAK HILLS - ZONE B  
TRANSPORTATION FACILITIES PLAN  
PROJECT SUMMARY AND COSTS

AREA: 14 Square Miles

Projected New  
Residential Dwelling Units: 3,400

ESTIMATED COSTS:

4 LANE ROADS: 1.4 Miles \$ 336,000

2 LANE ROADS: 17.9 Miles \$ 2,585,000

SIGNALS

3 @ \$120,000, 1 @ 29% of \$120,000 \$ 394,800

RAILROAD CROSSINGS

1 @ \$40,000 (20% of \$200,000=\$40,000) \$ 40,000

CONTRIBUTION TO CALTRANS IMPROVEMENTS \$ 1,302,000

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TOTAL \$ 4,657,800

PROPOSED DEVELOPMENT FEE

Single Family -

Residential (SFR) \$ 1312/DU

Mobile Home Residential (SFMHR) \$ 1312/DU

Commercial -

Gross Leasable Square Feet (GLSF) \$ 0.45/GLSF



## SCHEDULE A

### OAK HILLS - ZONE "A" TRANSPORTATION FACILITIES PLAN PROJECT PRIORITY LIST AND CONSTRUCTION COST ESTIMATE

The plan priority list should be reviewed and updated periodically to account for changes in development activity. The recommended transportation facilities plan improvements, in order of priority, by year, are:

#### YEAR 1

- |    |   |       |    |        |
|----|---|-------|----|--------|
| 1. | OAK HILL ROAD                               | Cost: | \$ | 72,000 |
|    | Cromdale Street to Ranchero Road - 0.25 mi. |       |    |        |

#### YEAR 2

- |    |                                      |       |    |         |
|----|--------------------------------------|-------|----|---------|
| 1. | OAK HILL ROAD                        | Cost: | \$ | 144,000 |
|    | Ranchero Road to El Centro - 0.5 mi. |       |    |         |

#### YEAR 3

- |    |                                 |       |    |         |
|----|---------------------------------|-------|----|---------|
| 1. | OAK HILL ROAD                   | Cost: | \$ | 144,000 |
|    | El Centro to Mesquite - 0.5 mi. |       |    |         |

#### YEAR 4

- |    |                            |       |    |         |
|----|----------------------------|-------|----|---------|
| 1. | OAK HILL ROAD              | Cost: | \$ | 150,000 |
|    | Culvert at Oro Grande Wash |       |    |         |

#### YEAR 5

- |    |  |       |    |        |
|----|--|-------|----|--------|
| 1. | OAK HILL ROAD  | Cost: | \$ | 80,000 |
|    | Linkage to segments of existing<br>oil between Caliente and Ranchero |       |    |        |



SUBSEQUENT PROJECTS

1.	OAK HILL ROAD	Cost:	\$ 304,000
	Ranchero Road to Culvert		
	Caliente Road to Culvert		
2.	PHELAN ROAD	Cost:	\$ 0
	Baldy Mesa Road to State Highway 395		
3.	SNOWLINE DRIVE	Cost:	\$ 870,000
	Baldy Mesa Road to State Highway 395		
4.	SMOKE TREE ROAD	Cost:	\$ 450,000
	Baldy Mesa Road at State Highway 395		
5.	RANCHERO ROAD	Cost:	\$ 135,000
	Baldy Mesa Road to Oak Hill Road		
6.	BALDY MESA ROAD	Cost:	\$ 150,000
	Farmington Street to Snowline Drive		
7.	BALDY MESA ROAD	Cost:	\$ 360,000
	Snowline Drive to Mesa Street		
8.	EL CENTRO ROAD	Cost:	\$ 630,000
	Braceo Street to Caliente Road		
9.	BELLFLOWER STREET	Cost:	\$ 225,000
	Snowline Drive to Phelan Road		
10.	SIGNALS		
	Snowline Road at State Highway 395	Cost:	\$ 60,000
	Phelan Road at State Highway 395	Cost:	\$ 60,000
	Smoke Tree Road at State Highway 395	Cost:	\$ 60,000
	Baldy Mesa Road at Smoke Tree Road	Cost:	\$ 60,000
	Baldy Mesa Road at Phelan Road	Cost:	\$ 60,000
	Baldy Mesa Road at Snowline Road	Cost:	\$ 60,000
11.	RAILROAD CROSSINGS		
	Snowline Road	Cost:	\$ 20,000
	Baldy Mesa Road	Cost:	\$ 20,000
12.	CALTRANS IMPROVEMENTS		
	Contribution to SH 395	Cost:	\$ 274,000
	Snowline Road to State Route 18		
	Contribution to I-15	Cost:	\$ 120,000
	Improvements at Ranchero Road		
		TOTAL	\$4,508,000



SCHEDULE A

OAK HILLS - ZONE "B" TRANSPORTATION FACILITIES PLAN

PROJECT PRIORITY LIST AND CONSTRUCTION COST ESTIMATE

The plan priority list should be reviewed and updated periodically to account for changes in development activity. The recommended transportation facilities plan improvements, in order of priority, by year, are:

YEAR 1

- |    |   |                       |
|----|---|-----------------------|
| 1. | WHITEHAVEN<br>Mariposa to Summit Truck Trail - 0.5 mile | Cost:       \$ 75,000 |
|----|---|-----------------------|

YEAR 2

- |    |   |                       |
|----|---|-----------------------|
| 1. | MESQUITE<br>Mariposa to Mesa Linda - 0.5 mile | Cost:       \$ 75,000 |
|----|---|-----------------------|

YEAR 3

- |    |   |                       |
|----|---|-----------------------|
| 1. | SUMMIT TRUCK TRAIL - Phase I<br>Whitehaven to Duxbury - 0.75 mile | Cost:       \$112,500 |
|----|---|-----------------------|

YEAR 4

- |    |   |                       |
|----|---|-----------------------|
| 1. | MESQUITE<br>Mesa Linda to Topaz Road - 0.5 mile | Cost:       \$ 75,000 |
|----|---|-----------------------|

YEAR 5

- |    |   |                       |
|----|---|-----------------------|
| 1. | SUMMIT TRUCK TRAIL - Phase II<br>Duxbury to Decker Road | Cost:       \$150,000 |
|----|---|-----------------------|



SUBSEQUENT PRIORITY PROJECTS LISTINGS

1.	MESQUITE Topaz Road to Topaz Avenue ~ 1.6 mile	Cost:	\$ 240,000
2.	WHITEHAVEN STREET Summit Truck Trail to Pythagoras ~ 0.9 mile	Cost:	\$ 135,000
3.	ESCONDIDO AVENUE Stuveling Street to Joshua Street ~ 2.9 mile	Cost:	\$ 335,000
4.	PYTHAGORAS ROAD (KOURIE ROAD) Desford Road to Ranchero Road ~ 2.0 mile	Cost:	\$ 300,000
5.	MESA LINDA STREET Farmington Street to Joshua Street ~ 1.9 mile	Cost:	\$ 285,000
6.	JOSHUA STREET Mariposa Road to Escondido Avenue ~ 1.3 mile	Cost:	\$ 195,000
7.	FARMINGTON STREET Mesa Linda Street to Denson Street ~ 0.2 mile	Cost:	\$ 30,000
8.	DENSON STREET (ADKINS STREET) Whitehaven Street to Farmington ~ 0.5 mile	Cost:	\$ 75,000
9.	WHITEHAVEN STREET Denson Street to Escondido Avenue ~ 0.8 mile	Cost:	\$ 120,000
10.	DESFORD ROAD Mariposa Road to Pythagoras ~ 2.1 mile	Cost:	\$ 315,000
11.	SIGNALS Ranchero Street at Mariposa Road Ranchero Street at Mesa Linda Road Ranchero Street at Pythagoras Ranchero Street at Escondido (29% of \$120,000)	Cost: Cost: Cost: Cost:	\$ 120,000 \$ 120,000 \$ 120,000 \$ 34,800
12.	RANCHERO STREET ~ 4 lane widening Mariposa Road to Mesa Linda	Cost:	\$ 336,000
13.	RAILROAD CROSSINGS Ranchero Street (upgrade existing)	Cost:	\$ 40,000
SUB-TOTAL			\$3,355,800
Contribution to Interstate 15 Improvements at Ranchero Street		Cost Share:	\$1,302,000
TOTAL			\$4,657,800



## OAK HILLS - ZONE "A" TRANSPORTATION FACILITIES PLAN

### RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

The method for determining the fee per dwelling unit (DU) and commercial per gross leasable square feet (GLSF) was to first establish the cost per new trip and then convert that to a cost per DU or cost per GLSF.

Proposed new trips used to compute the cost per trip to determine the cost per dwelling units and commercial units per GLSF was obtained from information contained in the Oak Hills - Zone "A" area model prepared by Easmaciyan-Darnell, Inc. and information contained in the Transportation Department, Traffic Division, land development files.

### PLAN AREA TRIP GENERATION

**Residential:** For single family detached residential (single family residential (SFR) and single family mobile home residential (SFMHR)) the ITE recommended average of 10 trips per unit was used. Reviewing current permit activity shows that 1/3 of all new dwelling units in the plan area are mobile homes. Based on that information, it is projected that there will be 2,367 SFR DU and 1,183 SFMHR DU within the plan area.

**Commercial:** An indirect traffic factor has been applied to all commercial land use within the Plan Area to account for passerby trips and other land use factors, in order to determine the new commercial trips as follows:

Acres of zoned commercial in plan area = 140  
Percentage of gross leasable square feet (GLSF) in an acre = 20%  
Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF  
ITE rate per 1,000 GLSF = 34.1  
Passerby trip percentage = 90%

Using the above information and the ITE Trip Generation Manual the following calculations were made:

Single Family Residential (SFR)	
2,367 DU X 10 trips per DU	= 23,670
Single Family Mobile Home Residential (SFMHR)	
1,183 DU X 10 trips per DU	= 11,830
Commercial (COM) Trips	
140 ac. X 43,560 sf/ac X .20 GLSF / 1,000 X 34.1 X .10	= 4,159
Total fee trips	= 39,659

The cost estimate as shown on the Oak Hills - Zone "A" Transportation Facilities Plan Cost Estimate is \$4,508,000.

Cost per trip =  $\frac{\$4,508,000}{39,659}$  = \$113.70 per trip

Costs were distributed to the various residential and commercial land use categories based on trip generation tables and passerby information from ITE.

SFR at 10 trips/DU,	10 X \$113.70	= \$1,137.00 per DU
SFMHR at 10 trips/DU,	10 X \$113.70	= \$1,137.00 per DU
COM at 4,159 trips X \$113.70 / 1,219,630 GLSF		= \$0.39 per GLSF



# OAK HILLS - ZONE "B" TRANSPORTATION FACILITIES PLAN

## RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERITY

The method for determining the fee per dwelling unit (DU) and commercial per gross leasable square feet (GLSF) was to first establish the cost per new trip and then convert that to a cost per DU or cost per GLSF.

Proposed new trips used to compute the cost per trip to determine the cost per dwelling units and commercial units per GLSF was obtained from information contained in the Pinion Hills, Phelan, Baldy Mesa area model prepared by Basmaciyan-Darnell, Inc. and information contained in the Transportation Department, Traffic Division, land development files.

### PLAN AREA TRIP GENERATION

**Residential:** For single family detached residential (single family residential (SFR) and single family mobile home residential (SFMHR)) the ITE recommended average of 10 trips per unit was used. Reviewing current permit activity shows that 30% of all new dwelling units in the plan area are mobile homes. Based on that information, it is projected that there will be 2,267 SFR DU and 1,133 SFMHR DU within the plan area.

**Commercial:** An indirect traffic factor has been applied to all commercial land use within the Plan Area to account for passerby trips and other land use factors, in order to determine the new commercial trips as follows:

Acres of zoned commercial in plan area = 39  
Percentage of gross leasable square feet (GLSF) in an acre = 26%  
Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF  
ITE rate per 1,000 GLSF = 34.1  
Passerby trip percentage = 90%

Using the above information and the ITE Trip Generation Manual the following calculations were made:

Single Family Residential (SFR)	
2,267 DU X 10 trips per DU	= 22,670
Single Family Mobile Home Residential (SFMHR)	
1,133 DU X 10 trips per DU	= 11,330
Commercial (COM) Trips	
39 ac. X 43,560 sf/ac X .26 GLSF / 1,000 X 34.1 X .10	= 1,500
Total fee trips	= 35,500

The cost estimate as shown on the Oak Hills - Zone "B" Transportation Facilities Plan Cost Estimate is \$4,657,800.

$$\text{Cost per trip} = \frac{\$4,657,800}{35,500} = \$131.20 \text{ per trip}$$

Costs were distributed to the various residential and commercial land use categories based on trip generation tables and passerby information from ITE.

SFR at 10 trips/DU,	10 X \$131.20	= \$1,312.00 per DU
SFMHR at 10 trips/DU,	10 X \$131.20	= \$1,312.00 per DU
COM at 1,500 trips X \$131.20 / 441,698 GLSF		= \$00.45 per GLSF



OAK HILLS LOCAL AREA TRANSPORTATION FACILITIES PLAN  
ZONE "A" AND ZONE "B"

FEE PROGRAM ENGINEERING REPORT

This report addresses the transportation needs and impact on the existing road system in the community of Oak Hills, which can be predicted as development occurs within the area.

The area of Oak Hills has been separated into two fee plans due to the differences based on traffic and topographical considerations. Interstate 15 acts as a diagonal division of the two fee plans, Oak Hills - Zone "A" is on the West side and Oak Hills - Zone "B" is on the east side. Traffic studies were performed by BDI and Associates for the different zones. Using the study as a base, traffic patterns and associated capital improvements were developed through community involvement at several public meetings. Topographical considerations such as washes, railroads, and various existing structures were considered in the development of the desired capital improvements.

The Oak Hills - Zone "A" Plan Area is generally bounded on the North by Mesa Street and Goss Road, on the East by State Highway 395 and Interstate 15, on the South by the National Forest Boundary, and on the West by Baldy Mesa Road. The Oak Hills - Zone "A" area consists of approximately 16 square miles of which a modest amount, approximately 140 acres of undeveloped commercial acres exist. An estimated 3,550 additional new residential homes can be built in the remainder of the area exclusive of the over 320 existing residences.

The Oak Hills - Zone "B" Plan Area is generally bounded on the North by Muscatel Street, on the East by Topaz Avenue, on the South by the Northerly ridge of Summit Valley, and on the Northwest by Interstate 15. The Oak Hills - Zone "B" area consists of approximately 14 square miles of which a modest amount, approximately 39 acres of undeveloped commercial acres exist. An estimated 3,400 additional new residential homes can be built in the remainder of the area exclusive of the over 400 existing residences.



The area is experiencing rapid growth and the needed transportation facilities can not be fully funded by traditional revenue sources. Supplemental funding sources must be developed if the major components of an adequate transportation system are to be constructed. A study of the existing transportation needs and projected future impacts was prepared by the firm of Basmacıyan-Darnell, Inc. (BDI). The study clearly shows the need to upgrade the sparse two lane paved roads and several existing dirt roads to current standards for County maintenance.

A preliminary program was identified by staff and was presented to the community at a series of public meetings. The community's and developer's input was essential to the refinement of the plan as it is presented. A need for paved roads, arroyo crossings, and traffic signals. Development patterns and the community's desires were a major element in designating the priorities for the first five years of the program in each zone based on anticipated revenues.

In the past year, the number of new residences and mobile homes has increased by approximately 30%. For anticipated revenues a growth rate factor of 10% for the first 4 years was used, 5% for the following 10 years, and 2% to the completion of the plan.

Areas which would be difficult to develop based on geographical features such as arroyos and steep mountainous terrain were eliminated from the anticipated build-out projects. The majority of the lands in the approximately 16 square mile area comprising Zone "A" are also developable but the zone area is traversed by Oro Grande Wash, a large arroyo. The vast majority of the 14 square mile area in Zone "B" is rolling, developable land consisting of residential and commercial parcels.

In the Zone "A" area \$4,388,000 in street, railroad crossings, and arroyo culverts were identified by the community and the study performed by BDI. The specific resultant projects are listed on Schedule A for Zone "A". Some \$3,355,800 in street and railroad crossing improvements were identified by the community and the study performed by BDI for Zone "B". The specific resultant projects are listed on Schedule A for Zone "B".



A traffic study performed by DKS Associates in 1987 showed the impacts to the area resulting from traffic from outside the area, as well as the traffic generated from within. The included projects were the minimal improvements deemed necessary to provide the community with a transportation system that will adequately meet the basic needs of the future local traffic.

In addition to local road construction, a local use interchange to Interstate 15 on Ranchero Road is proposed and was incorporated into the BDI Traffic Study. The traffic generated by the Oak Hills Community will contribute to the need for the interchange and the community's estimated contribution to their share of cost of the facility is \$120,000 for Zone "A" and \$1,302,000 for Zone "B". As current policies of Caltrans exist today, it is unlikely that Caltrans would contribute funds for the interchange. The Zone "A" area shows a recognizable contribution to the future non-freeway improvements along State Highway 395, though not substantial. The community's share to those highway improvements is estimated to be \$274,000.

Based on a review of the existing Assessors' Office information, United States Geological Survey topographical mapping, aerial photos dated March 1989, and the current County General Plan it is projected that there will be 3,550 lots that can be developed in Zone "A". There is also a projected 140 acres of vacant commercial lands that can be developed. The same reference data revealed that there will be 3,400 residential lots and approximately 39 acres of vacant commercial lands that can be anticipated to develop in Zone "B".

The priority listing in the Schedule A's should be reviewed and updated periodically to match improvements with growth within the plan area. The Building and Safety Department adds a \$25.00 charge for collection of the fee.

The development generated costs were distributed to the anticipated land uses based on the trips per land use as defined in the Institute of Transportation Engineers Manual "trip generation" statistics, and land use factors for the Oak Hills area. The study area is primarily zoned for one single family residence per two and one-half acres, with some areas identified as higher density single



family residences per acre. Small islands of commercial area are identified on the existing General Plan. Although commercial land uses are generally considered to be large trip generators, the proximity of commercial sites to the State Highway system and anticipated planned neighborhood type facilities, commercial properties in the area would tend to be attractors of traffic rather than generators. Therefore, it was determined that approximately 90% of the commercial trips in the Oak Hills area are accounted for in passerby trips and the trips generated by the residences in the area. In order to avoid assessing a trip end twice and taking into account commercial supports, the residential area commercial fee trips are only those which are actually generated by the commercial.

The Southern Pacific Railroad traverses both Zone "A" and Zone "B" and helped dictate the traffic patterns in the study. In Zone "A" two existing railroad crossings will be upgraded at Baldy Mesa Road and one near Snowline Road which will be realigned to Snowline Road. The costs for the crossing on Baldy Mesa will be shared with the High Desert Plan currently in effect. A railroad crossing with cross arms and signals currently exists on Ranchero Road and will be upgraded, no future railroad crossings are anticipated to be built by this plan.

The preliminary environmental description forms for the identified transportation facilities plan were submitted to the Land Management Department, Environmental Analysis Division, for review and processing. It is expected that the Oak Hills Local Area Transportation Facilities Plan, Zone "A" and Zone "B", would not have a significant environmental impact on the communities in the area.

On September 11, 1989, the Transportation/Flood Control Department will take forth to the Board of Supervisors, for their consideration, a Fee ordinance and related actions for transportation facilities in the community Oak Hills. These documents are on file with the Clerk of the Board of Supervisors.



# OAK HILLS - ZONE "A" TRANSPORTATION FACILITIES PLAN COST ESTIMATES

## TWO LANE ROADS:

1.	EL CENTRO ROAD		
	Braceo Street to Caliente Road	2.0 miles =	\$ 630,000
2.	SMOKE TREE ROAD		
	Baldy Mesa Road to State Highway 395	3.0 miles =	\$ 450,000
3.	RANCHERO ROAD		
	Baldy Mesa Road to Oak Hill Road	0.9 miles =	\$ 135,000
4.	OAK HILL ROAD		
	Snowline Drive to Caliente Road	3.1 miles =	\$ 894,000
5.	BALDY MESA ROAD		
	Farmington Street to Snowline Drive	2.0 miles =	\$ 150,000
6.	BELLFLOWER STREET		
	Snowline Drive to Phelan Road	1.5 miles =	\$ 225,000
	TOTALS	12.5 MILES	\$2,484,000

## FOUR LANE ROADS:

7.	PHELAN ROAD		
	Baldy Mesa Road to State Highway 395	3.0 miles =	\$ 0 (FAS)
8.	BALDY MESA ROAD		
	Snowline Drive to Mesa Street	1.5 miles =	\$ 360,000
9.	SNOWLINE DRIVE		
	Baldy Mesa Road to State Highway 395	3.0 miles =	\$ 870,000
	TOTALS	7.5 MILES	\$1,230,000

## SIGNALS:

SNOWLINE DRIVE at State Highway 395	(S.H. 50%)	=	\$ 60,000
PHELAN ROAD at State Highway 395	(S.H. 50%)	=	\$ 60,000
SMOKE TREE ROAD at State Highway 395	(S.H. 50%)	=	\$ 60,000
BALDY MESA ROAD at Smoke Tree Road	(H.D. 50%)	=	\$ 60,000
BALDY MESA ROAD at Phelan Road	(H.D. 50%)	=	\$ 60,000
BALDY MESA ROAD at Snowline Drive	(H.D. 50%)	=	\$ 60,000
TOTAL			\$ 360,000

## RAILROAD CROSSINGS: (FUC 80%)

SNOWLINE DRIVE - 10%	(H.D. 10%)	=	\$ 20,000
BALDY MESA ROAD - 10%	(H.D. 10%)	=	\$ 20,000
TOTAL			\$ 40,000

## CALTRANS IMPROVEMENTS:

CONTRIBUTION TO 395			
Snowline Drive to State Route 18 - 5.5 mile (2-5 LANE)		=	\$ 274,000
CONTRIBUTION TO I-15			
Improvements at Ranchero Road - 1.7%		=	\$ 120,000
TOTAL			\$ 394,000

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GRAND TOTAL \$4,508,000

\* S.H. indicates % funded by State

\* H.D. indicates % funded by High Desert Local Area  
Transportation Facilities Plan



OAK HILLS - ZONE "F" TRANSPORTATION FACILITIES PLAN COST ESTIMATES

TWO LANE ROADS:

1.	JOSHUA STREET			
	Mariposa Road to Escondido Avenue	1.3 miles	=	\$ 195,000
2.	FARMINGTON STREET			
	Mesa Linda Street to Denson Street	0.2 miles	=	\$ 30,000
3.	WHITEHAVEN STREET			
	Mariposa Road to Pythagoras Road	1.4 miles	=	\$ 210,000
	Denson Street to Escondido Avenue	0.8 miles	=	\$ 120,000
4.	DESFORD ROAD			
	Mariposa Road to Pythagoras Road	2.1 miles	=	\$ 315,000
5.	SUMMIT TRUCK TRAIL			
	Decker Road to Whitehaven Street	2.2 miles	=	\$ 330,000
6.	PYTHAGORAS ROAD (KOURIE ROAD)			
	Desford Road to Ranchero Road	2.0 miles	=	\$ 300,000
7.	MESA LINDA STREET			
	Farmington Street to Joshua Street	1.9 miles	=	\$ 285,000
8.	DENSON STREET (ADKINS STREET)			
	Whitehaven Street to Farmington	0.5 miles	=	\$ 75,000
9.	MESQUITE STREET			
	Mariposa Road to Topaz Avenue	2.6 miles	=	\$ 390,000
10.	ESCONDIDO AVENUE			
	Stuveling Street to Joshua Street	2.9 miles	=	\$ 335,000
	TOTALS	17.9 MILES		\$2,585,000

FOUR LANE ROADS:

11.	RANCHERO STREET			
	Mariposa Road to Mesa Linda	1.4 miles	=	\$ 336,000
	TOTALS	1.4 MILES		\$ 336,000

SIGNALS:

RANCHERO STREET at Mariposa Road	=	\$ 120,000
RANCHERO STREET at Mesa Linda Road	=	\$ 120,000
RANCHERO STREET at Pythagoras Road	=	\$ 120,000
RANCHERO STREET at Escondido Avenue		
(29% of \$120,000)	=	\$ 34,800
TOTAL		\$ 394,800

RAILROAD CROSSINGS:

RANCHERO STREET (Upgrade Existing)	=	\$ 40,000
TOTAL 1-XING		\$ 40,000

CONTRIBUTION TO CALTRANS IMPROVEMENTS	=	\$1,302,000
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GRAND TOTAL \$4,657,800



# OAK HILLS LOCAL AREA TRANSPORTATION FACILITIES PLAN ZONE A AND ZONE B

